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I was thinking what to write here this month, and one thing kept coming back to me. It's the letter we received from a reader in Rio de Janeiro in Brazil. You can read about Anderson Fernandes' story in Trikespotting on page 58, but it's truly an inspiration to me. Here's a man who's been a wheelchair-bound paraplegic since a 2007 motorbike accident, who suddenly decided last year he could make himself a trike and get back in the saddle. Which he then proceeded to do, from his wheelchair!

This is the sort of positive spirit we see reflected in the work of NABD in the UK, keeping so many bikers on the road – as proved yet again in our You've Been Nabbed event report on page 48. Please, please do support NABD in all its excellent work, and I look forward to a full NABD calendar of events in 2016.

**CHRIS REES**



**NEXT ISSUE ON SALE DEC 18**



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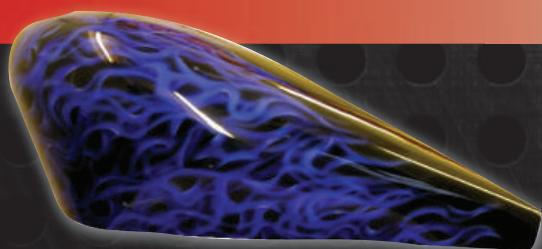
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## MORGAN TRIKE PLUGS IN

**Huh? A Morgan with no V-twin poking out of the front end? Welcome to the all-new electric Morgan Three-Wheeler.**

British retro manufacturer, Morgan, is promising three-wheeler fun plus zero tailpipe emissions with its new EV3 – a fully electric version of the existing Three-Wheeler.

A tail-mounted electric motor provides 101bhp of power. Range is expected to be around 150 miles, more than almost any other electric car currently on sale. The EV3 can be recharged in four hours via an electric port mounted under the filler flap at the rear.

Morgan says overall weight is less than the combustion-based



Three-Wheeler at 450kg, so it's targeting similar performance to the 1982cc V-twin, which would mean 0-60mph in around 8 seconds. However, the EV3's top speed is limited to 80mph.

Morgan is currently putting the EV3 through a full testing and development programme. It's pictured here at its debut at the Goodwood Festival of Speed, ahead of an on-sale date late in 2016. Morgan says it will make a few styling tweaks specifically for the EV3, including more streamlined bodywork and unique wheels.

The aim is to sell the EV3 for little more than the petrol-powered Three-Wheeler, which currently retails for £31,140.



## NATIONAL TRIKE SHOW IS GO!

**This September's National Trike Show – in association with Trike Magazine – is promising to be a mammoth festival for trikes, trike owners, trike builders, trike dealers and trike lovers.**

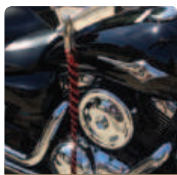
Highlights will include Casarva Custom Conversions showing a spectacular range of trikes, including the full stainless steel Dyna Wide Glide and V Rod (pic top left).

There will also be a full display of trick trikes from pro and non-pro builders, including Harry Harrison's lush Black Widow (pic below left), coming all the way from Ireland.

The National Trike Show is organised in conjunction with Kickback, the national custom bike show, and will be held at Donington Park, Derbyshire, on 19/20th September 2015. As well as around 30 top-drawer trikes in the Showcase area, there will be loads of dealers, clubs and trade stands with accessories and parts.

Trike owners have a dedicated parking area right outside the main entrance, and all Trike Show visitors will be able to enter Kickback, with the same wristband for the whole weekend. Camping is available onsite. Check out [www.TheCustomShow.com](http://www.TheCustomShow.com) for more info. (19-20 September). For more information, contact Steve Read on 01733 234942 or visit [www.casarva.co.uk](http://www.casarva.co.uk)





### GET BACK!

This old-school 1960s American-style Getback whip is a quick-release clip that goes on the end of your clutch or front brake lever. Made from American 550 Paracord, it's unweighted and purely for decorative purposes, to replace leather tassels. It comes in a standard length of 24in, but custom sizes are available to special order. Stock colours are purple/white, red/black, red/white, black/white, fluorescent orange/black, fluorescent green/black and fluorescent orange/green, but custom colours can be ordered. Made by Big Steve's Custom Leather, it's sure to attract the attention of car drivers. Each handmade Paracord Getback Whip costs £35 with free UK postage. Visit [www.bigsteves.co.uk](http://www.bigsteves.co.uk) or call Big Steve on 07746 067920.



## NEW EUROTECH BUDGET AXLE

**Sussex-based Eurotech Engineering, which has been making trikes for 16 years, is now offering a new, budget-priced heavy-duty axle conversion.**

The new axle is intended for more powerful chain and belt-drive trikes, while aiming to keep costs down. It's designed to be "bullet-proof and nearly zero maintenance." The end casings and diff housing are CNC machined from billet aluminium. The main tubes are 3in heavy-duty seamless steel tubing and the centre plates are 6mm laser-cut steel.

Pete at Eurotech has now also designed his own drive shafts, which he says "will power a truck." All the bearings are sealed 25,000 HR heavy-duty bearings and the diff is sealed in an aluminium casing so that it's virtually maintenance-free. Willwood callipers with a built-in handbrake and soft pads are claimed to provide excellent braking grip.

Eurotech says it can build a budget trike conversion using this axle for £3,000 on the road (excluding the donor bike). Eurotech says its conversions have proven very popular with Harley owners – it's built 14 over the past 20 months.

Find out more at [www.eurotech-trikes.co.uk](http://www.eurotech-trikes.co.uk) or phone 01424 444349.



## NEW SPORTSTER CONVERSION

**Florida-based Yelvington Designs has a new trike conversion for the 2005-2015 Harley Sportster. It joins existing conversion kits for Harley models such as the Touring and Dyna (2000-2015).**

The new Yelvington 3.0 accommodates all the Sportster's existing exhausts, accessories and even the stockers. The swing arm design means you can easily convert back to 'two-wheel' riding if you wish. Yelvington says all its trike conversions are "aerospace-designed, CNC built and made in the USA."

For more info, check out [www.yelvingtondesigns.com](http://www.yelvingtondesigns.com)



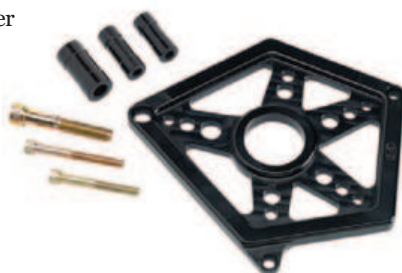
## RD HARLEY BITS

**RD Custom Bikes has two new US-made parts on offer for Harleys.**

The Joker Machine serrated gas cap (£52.99) has finger serrations, CNC-machined billet aluminium construction, a hard black finish and a base with vented right-hand threads. Measuring 3in in diameter, it fits most 1996-and-on Harley-Davidsons.

The Joker Machine Sportster sprocket cover (£131.99) fits 2004-and-on Harley Sportsters. It's CNC milled out of 6061-T6 billet aluminium that's much lighter than the stock cast piece. It comes in a hard black anodised finish.

For more info, check out [www.rdcustombikes.com](http://www.rdcustombikes.com) or phone 07921 163651.



## FLOAT TO WORK!

**Ever wondered if a trike could swim? Wonder no longer, because a company in the Philippines has built an amphibious three-wheeler, the Salamander.**

H2O Technologies has developed two prototypes, which took five years to develop. One runs on a 3kW electric motor, the other on petrol.

"With an average of 20 typhoons every year, the Salamander would be the ideal vehicle for commuters in flooded terrain," said David Ong of H2O Technologies. It's also touted as a rescue vehicle.

On land, the Salamander can reach speeds of 50mph, while in water, it can travel at 6 knots (8mph) with a full load. Its hull has been designed to withstand damage and still remain buoyant.

There's no firm pricing for the Salamander yet, but it's estimated that it could cost as little as £2,800, depending on the final specifications.





## TOMAHAWK TRIKE FOR INDIANS

Texas-based Motor Trike has released its first trike conversion for Indian bikes. The new Tomahawk conversion is available for Indian Chief, Chieftain and Roadmaster bikes (2014 and newer).

"Don't let the bagger look fool you," says Motor Trike's JD Vey. "This is a high performance trike. The Tomahawk pairs the classic American-made motorcycle with the best handling and unbelievable ride quality."

The Tomahawk uses Air Ride suspension with a fully independent rear end. Its vintage-style glassfibre bodywork boasts a boot claimed to have one of the largest openings in the industry. Options include a rake kit, parking brake and multi-tone paint.

Prices start at \$8,995 ex-tax in the USA and includes a three-year/60,000-mile warranty. For more info, go to [www.motortrike.com](http://www.motortrike.com)



## TRIKE EVENTS

### SEPTEMBER

**19-20TH SEPT:** National Trike Show & Kickback: The Custom Motorcycle Show at Donington Park, Castle Donington, Derbyshire DE74 2RP. The best trikes and custom bikes in the country in one place. Ring 07758 368072 or email [lorne@rwrw.co.uk](mailto:lorne@rwrw.co.uk).

**19TH SEPT:** Scorton Car & Bike Autojumble at Scorton Events Centre, Scorton, near Catterick, North Yorkshire DL10 6EH. 8am-1pm.

**19TH SEPT:** Huddersfield Autojumble, Old Market Building, Brook Street, Huddersfield, West Yorkshire HD1 1RG. Stalls 7am. Customers 10am. Stalls £20. Entry £2.50. Ring 01773 819154 or email [jeffpff@hotmail.co.uk](mailto:jeffpff@hotmail.co.uk).

**19TH SEPT:** Kempton Park Motorcycle Jumble, Sunbury on Thames, Middlesex TW16 5AQ. Adults £6. Gates open 9:30am.

Ring 01344 883961, or go to [www.egg-enterprises.co.uk](http://www.egg-enterprises.co.uk)

### OCTOBER

**3RD OCT:** Rufforth Autojumble at Rufforth Park, York, North Yorkshire YO23 3QH. Ring 01904 738620.

**16-18TH OCT:** KKS69 MCC's Black Pig Bash IX at Brighton Ferry, Brighton, Bubwith, Selby YO8 6DH. £12 prebook or £15 on the gate. Tickets (with SAE) from KKS69 MCC, 78 Scotter Road, Scunthorpe, Lincs DN15 8DR. For details, ring 07816 036804 or see 'Black Pig Rally' on Facebook.

**25TH OCT:** Huddersfield Autojumble, Old Market Building, Brook Street, Huddersfield, West Yorkshire HD1 1RG. Stalls 7am. Customers 10am. Stalls £20. Entry £2.50. Ring 01773 819154 or email [jeffpff@hotmail.co.uk](mailto:jeffpff@hotmail.co.uk).



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You can now experience the thrill of riding a DTB Panther Harley-Davidson trike yourself, thanks to a new self-drive hire scheme.

Yorkshire-based DTB Panther's new Hire Trike scheme means you and a passenger can load up with everything you need for a touring break. That can be one night, a long weekend, or as long as you like.

Packages start at £120 for a full day's hire, moving up to £350 for a weekend and £870 for a whole week. Prices include fully comprehensive insurance, and there's no mileage limit. Riders must be aged 25-70 and have had a full car or bike licence for at least 24 months.

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# TRIKEFEST

Littleport, Cambridgeshire

**Trikefest does what it says on the tin: this big festival of trikes put on by Trikes R Us was a real blast this year!**

**T**wenty years. Yes, twenty years the guys 'n' girls at Trike R Us have been running the superb Trikefest rally. Blood, sweat, tears and hard dedication have made it what it is. If you've never been, here's what you've been missing out on.

This year was one of the best Trikefests ever! Plenty of the die-hard regulars and many, many more new faces filled the place, which seemed to be busting at the seams.

Trikers from all over the continent have now heard about Trikefest, with more of them arriving every year. Germany, Netherlands and Belgium, to name just a few, were all there, maybe because of all the attention they get every year from the wonderful and loud Mr Griffster. This year, they brought him some proper wooden clogs to dance in, and dance in them he did.

Brothers of the Third Wheel had another great turnout, all camping together too, which was







Brothers of the Third Wheel had another great turnout. All five Legend trikes were together for a great photo shoot

a great sight to see. All five of the Legend trikes were together for a great photo shoot, and the Legend himself, Mr Rocket Ron, would have been so proud.

This year there were a lot more bikes in attendance. Could it be they are secretly all looking at converting to trikes and are there to get some ideas? Yep, it wouldn't take long to throw together a bolt-on conversion for most of them bikes. A group of young ladies on bikes all rode in together and

looked fantastic. With a man in a van following behind carrying all their tents, that really is the way to do it – ladies, I like your style!

So what happened on the Friday? It's a bit of a blur but here goes! I got there to a warm welcome by the Trikes R Us lot, put the tent up and started drinking, like most people did! Friday night's bands were Egypt, then Nightfuel, followed by the resident DJ cracking out sounds for all to enjoy.

Saturday morning came around ☺







## Awards

**Best Club Turnout**  
BTW

**Longest Distance**  
Jorg Wassman from Germany (800 miles)

**Best Rat**  
4.2 V8 (Spongebob)

**Best Paint**  
VW War of the Worlds Trike (Paul)

**Best Bike**  
Yamaha XVS 650 (Ash Payne)

**Best Engineering**  
Ford Mustang Cobra-engined trike (Steve Smith)

**Best Trike**  
Motto Guzzi 750 Navada 'Remember' (Colin 'Laddie')

**Best in Show**  
Ford Mustang Cobra-engined trike (Steve Smith)



far too quick. With a gallon of tea inside me, I started to feel half-human again. The Custom show started in the main arena – where did all these fantastic machines come from? I can't remember the arena being this packed in the twenty years it's been running. I soon found out what Ged Clampit was laughing at: he had placed a Rebel Sam cut-out (which he'd borrowed a few

years ago from the Rebel Rally) on the front of his mouse trike; it's not quite a rat trike yet – and it didn't help him win a trophy!

After the custom show, it was time for the silly games. Sadly Buttercup still can't win the anvil toss, maybe they should just take pity on him and give him a kiddy's bean bag to toss. This year making its hilarious debut was a new game: People Hungry Hippos. No,



not the Maltesers-on-the-floor at slimming world type! Four teams of two, a skateboard per team and a load of plastic balls in the centre. Yes, it was as funny as it sounds.

Saturday evening's entertainment was steam punk fancy dress (wish I'd known), plus the resident DJ and a Kiss tribute band called Hotter Than Hell. Dressed in early glam get-up, they did go down well. Great stage show, guys.





After the custom show, it was time for the silly games. Making its hilarious debut was a new game: People Hungry Hippos!



Due to other commitments, I had to leave on Sunday lunch time. Trikes R Us organised a ride-out to the Lookup Rally near Diss, to pay respects to Leigh, one of the rally's founder members who passed away last year. It was more than a 100-mile round trip in excellent weather, and quite a few people rode out. Scotch Chocolate entertained those who stayed for Sunday night. Overall, another fantastic rally! ☺



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WORDS: CHRIS REES PHOTOS: WILL BREMIDGE

# EXPOSED

BRP'S ALL-NEW F3 BRINGS AN EXPOSED-FRAME LOOK AND A CRUISER-STYLE RIDE TO THE HIGHLY SUCCESSFUL CAN-AM SPYDER FORMULA. BUT JUST HOW WELL DOES IT RIDE?



**C**ongratulations, BRP! You've just sold your 100,00th Can-Am Spyder. I'm pretty sure that makes the Can-Am the world's best-selling full-sized trike.

The appeal is clearly global, but you could argue that the sort of person who buys a Can-Am isn't really a biker; it's more likely to be someone who likes big boys' toys – such as that other BRP product, the jet-ski.

That's kind of why the new-for-2015 F3 exists. You can look at it as a move towards the biker market. In terms of how it looks, its seating position and its cruising ability, it's clearly got the kind of person who craves a Harley-Davidson in its sights.

Other than its drivetrain, the F3 is pretty much an all-new model. It looks very different, it's set up differently and it drives differently, too. You can sum it all up as looking more muscular and having a more comfortable ride, while retaining

the brawny performance of the three-cylinder engine that BRP launched in the Can-Am last year.

## STYLE

The F3 is shorter, narrower and lower than other Can-Ams. In design terms, it's very different too – more bike-like and less 'sci-fi' than the regular Spyder. The new tubular steel frame is very much on show – especially in F3-S form in the pics with its red frame – and the swing arm and the Rotax Triple engine are clearly visible, too.

The F3's stubbier, lower front end houses twin radiators that have been rotated through 90 degrees, allowing the track between the front wheels to shrink by three inches. It also means the luggage area is tighter, though – around half the space of an RS – but you can still fit a helmet in it, and optional saddlebags can boost your capacity, obviously.

The top-spec F3-S model (as tested) gets sportier front ➔









wings with integrated LED lights, six-spoke metallic silver front wheels and black suede seating with red stitching.

There are loads of options, too. For instance, BRP has come up with packages emphasising different riding 'experiences': Touring, Escape, Muscle

Attitude and Urban Nights.

Touring gives you detachable backrests, windscreen and saddlebags, for instance. Escape offers chrome and carbon-black trim plus an Akrapovic silencer. Muscle Attitude brings you things like a gauge spoiler, uprated front dampers and decals. And

Urban Nights has a passenger rail and Shamrock wheels.

### RIDING THE F3

Our test ride is an F3-S semi-auto. You can have a regular manual gearbox, too, but with the SE6 auto option costing just £400 extra, it's proving much the more popular of the two transmissions – so much so that autos are now sold out across Europe until the end of 2015.

The six-speed auto is fantastically easy to use. All you need to do is push a button with your left thumb to shift up a gear. You can also downshift manually, but it's simpler just to let the F3 do it automatically for you – it's a very smooth process. An effective reverse gear is standard, too.

The three-cylinder water-cooled Rotax 1330 ACE engine has a



**THE SIX-SPEED AUTO IS FANTASTICALLY EASY TO USE. YOU CAN DOWNSHIFT MANUALLY, BUT IT'S SIMPLER JUST TO LET THE F3 DO IT FOR YOU – IT'S A VERY SMOOTH PROCESS.**







chunkier exhaust note in the F3, although not as chunky as with the optional Akrapovic straight-shot silencer, or so I'm told.

The engine's peak power remains 115hp at 7,250rpm, with peak torque of 130Nm at 5,000rpm. Weighing 386kg, the F3 is lighter than the Can-Am RT but heavier than the sportier RS. It's a quick machine, though, whichever way you look at it, with a 0-62mph time of 4.8 seconds and very eager overtaking ability on demand from your wrist.

The riding position is very much more 'cruiser' than other

Can-Ams. While you sit on the regular Spyder like a sports bike, the F3 has a more relaxed, feet-forward position – very Harley, in fact. Your right foot swivels over to operate the ABS-assisted Brembo brakes (there are no brake levers on the F3), which all works very effectively indeed. The F3 is easier to steer, too, partly thanks to the laid-back seating position and partly the fact that weight is distributed more to the rear.

With no front screen on our test F3, the buffeting effects of the wind are enough to make you feel, ahem, pretty awake, but various options are available to lessen this.

What about cornering? The F3 has Fox aluminium dampers, as opposed to Sachs ones in the regular Spyder, and it's a pretty convincingly stable beast. Two of the "seven automotive technologies" in the F3 are stability control and traction control. While in the regular Spyder RT, these systems kick in early 🚦





**YOU CAN HAVE STRAIGHT-LINE WHEELSPIN AND A BIT MORE FUN AROUND CORNERS BEFORE THE ELECTRONICS KICK IN, BUT IT STILL FEELS PERHAPS A BIT 'NANNY' FOR A FUN MACHINE**

**ENGINE:**

Rotax ACE 1330cc three-cylinder water-cooled inline, 115bhp at 7250rpm, 130Nm (96lb ft) at 5000rpm, six-speed gearbox (semi-automatic or manual) incorporating reverse gear

**CHASSIS:**

BRP Y-frame

**FRONT END:**

Double A-arm suspension, Fox 129mm aluminium dampers, anti-roll bar, hydraulic foot-operated brakes with 270mm front discs, Brembo four-piston callipers, ABS, power steering, aluminium wheels (5x15), 165/55 R15 tyres

**REAR END:**

Swing arm with Sachs 132mm monodamper, 270mm brake disc, single-piston floating calliper, aluminium wheel (7x15), 225/50 R15 tyre

**BODYWORK:**

24 litres of storage, length 2642mm, width 1497mm, height 1099mm

**PAINT:**

Choice of Steel Black metallic, Pure Magnesium metallic or Can-Am Red solid gloss

**PRICE:**

F3 from £15,999, F3-S from £17,999

when wheelspin or instability are detected, the F3's electronics have a different set of algorithms, letting it behave a bit more playfully. So you can have straight-line wheelspin, for instance, and a bit more fun around corners before the electronics kick in, but it still feels a bit 'nanny' for what is, after all, a fun machine.

**UFIT IF YOU WANT TO**

One very clever new development is BRP's UFIT system, which allows riders to personalise their F3 with customised peg and handlebar positions. It's a simple but clever system that allows the pegs to be unbolted and moved backwards or forwards in one of five holes, with interchangeable connecting rods to hook it all up.

The handlebars can be moved into any one of four positions, too. Together, the mods mean short-arses and lanky Larries can all ride the F3 comfortably. It also means that interchangeable his-and-hers riding positions can be changed over pretty quickly (around 10 minutes).



**VERDICT**

The F3 starts at £15,999 in the UK, with the higher-spec F3-S starting at £17,999. That great value – admittedly it's more expensive than the RS (which is now priced from just £12,499) but less than the full-fat RT (now over £20k).

Bikers will probably still favour the ST model, long-distance tourers will prefer the RT, and sports fans will probably go for the RS. But if you're into relaxed cruising a la Harley, in F3 form the Can-Am Spyder suddenly has fresh appeal. It's a hoot to ride, very stable and looks pretty darned cool into the bargain. 🍷

**FOR MORE INFORMATION**

on the BRP Can-Am Spyder range, contact GS Jet Tech, 231 High Road, South Woodford, London E18 2PB. Tel: 0208 504 0011. Web: [www.gsjettech.com](http://www.gsjettech.com)



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# REMEMB

WHEN WINSTON CHURCHILL SAID, 'WE WILL FIGHT THEM ON THE BEACHES,' LITTLE COULD HE IMAGINE THAT 75 YEARS LATER, IT'D BE A CASE OF 'TRIKE THEM ON THE BEACHES' - WITH THIS STUNNING, AWARD-WINNING MEMORIAL TRIKE





# ER...

**W**e will trike them on the beaches. Well, we will take pictures of trikes on beaches, at least. Here's

one amazing trike pictured on a south coast beach that formed the first line of defence in the second world war. That's appropriate, because this trike is all about remembering the heroes of war.

It's called 'Remember' because it's designed as a memorial to



the fallen soldiers from both world wars. It's the brainchild of Colin 'Laddie' Walker, who is an Aerospace Engineer by trade and a trike enthusiast of long standing. "I first built a trike nearly 20 years ago as a project to work on with my dad, and I've liked trikes ever since."

Colin bought this trike two years ago, as a 2003 Moto Guzzi 750 Nevada Club that had been converted to a three-wheeler in 2011 by a company called G-Force, using the back end from a Ford Sierra.

Unbeknownst to Colin, there





**THE PAINT JOB IS EASILY THE MOST STRIKING THING ABOUT THIS TRIKE. IT'S TOTALLY THEMED WITH IMAGES RECALLING CAMPAIGNS FROM BOTH WORLD WARS**



was extensive damage to the trike when he bought it, most of which was cleverly hidden. He has had to repair and replace a large number of parts over the last year or so, with help from his dad: "My dad has an amazing knowledge of mechanics and has been an invaluable source of advice throughout," says Colin.

"Rebuilding the trike to an acceptable standard after discovering a lot of major hidden damage was a lot of stress and aggravation," he continues. "There has been more than one occasion when I've been riding it and the rear swing arms and suspension have fallen apart, leaving me stranded at the roadside! With my good friend Nik Grant, I've also had to totally rewire the trike over the winter after discovering more wire colours, soldered joins and connecting spades than wires!

"When I bought the trike, I didn't like the original candy red paint,

but I could see that the shape of it was what I was looking for, and that I could make it into what I wanted it to be. I originally cut off the sissy bar and added a back box and ammo box side pannier and had it painted in matt camo and ran it like that for about a year. After hitting a pothole and one of the rear mudguards got ripped off, I took it back to Alan at AMS Custom Bike Paint and asked him if he could do some airbrushing for me. I found a couple of pictures and went on from there."

The paint job is easily the most striking thing about this trike. It's totally themed with images recalling campaigns from both world wars. There are memorial scenes based around Sir Winston Churchill's speeches, plus the D-day landings, the Blitz, memorial flights, Allied flags representing the Allied forces in the fields, and speech quotes. The fuel tank is painted





**THE PANNIERS AND BACK BOX ARE AMMO BOXES AND THOSE BULLET-SHAPED MARKER LIGHTS ARE ACTUAL 50-CALIBRE BULLETS!**



with a local cenotaph surrounded by a poppy wreath and a VE Day quote. Even the rear mudguards honour the fallen troops.

The seat is pretty special, too. The original Nevada seat has been recovered with leather exquisitely engraved by GCLA Grouch's Custom Leather Art. Grouch also made the leather pouch for the front wiring loom, by the way.

The camo back box with its WW2-themed accessories is another great touch. Both the panniers and back box are in fact original ammo boxes which also now have custom artwork. Those bullet-shaped marker lights are actual 50-calibre bullets (!) mounted with LED lights. Since Colin hates polishing so much, he's removed all the original shiny bits.

How does it ride, Colin? "Due to the front end design and ☺





**ENGINE:**

Moto Guzzi 750 Nevada Club, stainless steel exhaust system, Harley-Davidson silencers

**FRAME:**

Standard Moto Guzzi frame, extended by around 10 inches between the fuel tank and seat to accommodate conversion to rear diff, standard Moto Guzzi forward controls

**FRONT END:**

Modified Moto Guzzi forks (leading-link style), custom-made handlebars, standard Moto Guzzi brakes, powder-coated Moto Guzzi wheel, Pirelli 120/70 17 tyre, autojumble-sourced gauges

**REAR END:**

Ford Sierra axle and brakes, independent rear suspension, Protech adjustable dampers, powder-coated 17in spoked wheels, Maxxis 215/45 R17 tyres

**BODYWORK:**

Original ammunition boxes for back box and side panniers, custom cut-out infill panels, cut-out rear footplates, Moto Guzzi seat re-covered with engraved leather, standard Moto Guzzi Nevada tank, standard Moto Guzzi front mudguard, custom-made rear mudguards

**ELECTRICS:**

Fully rewired, Maltese Cross rear lights, 50-calibre bullets set with LEDs for side marker lights on rear mudguards

**PAINT:**

Camo paint by AMS Custom Bike Paint of Southampton

**ENGINEERING:**

Original trike conversion by G-Force

**THANKS:**

Thanks to my Dad for all his help and advice, to my partner, Paula, for putting up with the loss of our spare room (parts storage) and my moods during building and modifications, my good friend Nik Grant who helped to strip out and rewire the trike, and Grouch of GCLA Grouch's Custom Leather Art who did the seats, plus Alan at AMS Custom Bike Paint.

**I'M VERY PROUD OF THE PAINT, THE SEAT AND THE OVERALL APPEARANCE OF THE TRIKE AS A WHOLE, BECAUSE IT'S NOW LOOKING LIKE THE TRIKE I PICTURED IN MY MIND WHEN I BOUGHT IT.**



overall stature of the trike, it handles exceptionally well and is comfortable to ride – and I ride it to work, shows and rallies.”

Clearly this is a trike that Colin's rightly delighted with. “I'm very proud of the paint, the seat and the overall appearance of the trike as a whole, because it's now looking like the trike I pictured in my mind when I bought it.”

The furthest Colin and partner Paula have so far travelled on it is 180 miles up to Trikefest in Cambridge, which took seven hours due to heavy traffic. But it was worth it: it was awarded Best Trike



at the show – a major achievement.

It should get even better, too. Colin plans to fabricate look-alike Gatling gun exhaust silencers and use hand grenades as indicator holders. And over the winter, he's going to rebuild the engine and refabricate the rear swing arms out of stainless steel to eliminate any further structural issues. Victory is definitely in sight. ✖

**CONTACT**

GCLA Grouch's Custom Leather Art (07541 631483), AMS Custom Bike Paint (07835 028541).



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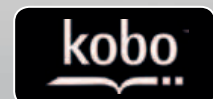
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WORDS: CHRIS REES PHOTOS: SIMON EVERETT

# SON OF FROGMAN

THERE'S MORE THAN A HINT OF 'FROGMAN' TO THE FRONT END OF JIMMY HORNER'S TRIKE – AND THERE'S A REAL SURPRISE LURKING IN THE REAR TOO...



**R**emember Tim 'Frogman' Cotterill's amazing Rocket 2 trike? Squint a little and you can just about see hints of it in Jimmy Horner's slender-scale home-built trike.

But rather than a 1000bhp V8 engine throbbling menacingly up front, Jimmy's machine has – wait for it – a Rover Metro diesel out back. We love left-field machinery here at Trike magazine, and Jimmy's diesel-engined dandy really is far out there.

Why on earth choose diesel power, Jimmy? "I know the old 1.5 diesel seems an odd choice, but I like the fact that it's a little different to what other people use, and the fact that the mpg would be unreal in a light trike."

Jimmy built a 2F1R 'reverse' trike a few years back with two wheels up front and one at the rear, using a Mini subframe at the front end. For his next trike, he decided to go the opposite way round: a 1F2R trike with the novelty of a single-sided front end.

It all started out with an MOT-failure Rover Metro diesel. Jimmy knew from a couple of previous builds that the Metro subframe makes a brilliant platform to mount a chassis/frame on to, as the motor and suspension are already in situ. Did you know that the Metro uses Peugeot's 1.5-litre diesel engine, by the way? No, we didn't either.

The other really striking thing about this trike – and what gives it that hint of Rocket II – is the hub-centre steering system. In fact, he was originally inspired by an





**I KNOW THE OLD 1.5 DIESEL SEEMS AN ODD CHOICE, BUT I LIKE THE FACT THAT IT'S A LITTLE DIFFERENT TO WHAT OTHER PEOPLE USE**



article he'd read in Trike magazine. This sort of set-up isn't exactly easy to engineer, and what Jimmy's come up with is very impressive. Using a Reliant front hub, he set about making a single-sided swing arm pivoting around two large spherical rose joints. He also used up a single adjustable Spax coil spring/damper left over from a hotrod he had previously built.

The special-order 15in Minilite front alloy has an offset machined right back so that it works centrally with the front hub. "It was definitely a challenge working out the steering linkages and joint angles to eliminate bump steer," says Jimmy.

He had to come up with a clever little linkage for the gear selector. Since the engine is mounted behind, rather than in front of the rider, he had to fabricate a new linkage to keep it selecting gears in the same way. 🍀





**THIS ISN'T THE FASTEST THING IN THE WORLD AND WON'T WIN ANY DRAG RACES, BUT IT HAPPILY KEEPS UP WITH TRAFFIC AND RUNS FOREVER ON A TANK OF DIESEL.**

**ENGINE:**

Peugeot 1.5 diesel from Rover Metro, K&N filter, one-off tuck-back exhaust

**FRAME:**

Home-made tubular frame, VW Beetle floor controls, home-made linkages

**FRONT END:**

Home-made front swing arm with hub-centre steering, Reliant front hub, rose joints, Spax adjustable coilover, 6x15 Minilite alloy, 195/50 15 tyre, VW Polo brake disc with Toyota Corolla calliper, custom handlebars, Smiths gauges from an MGB

**REAR END:**

Rover Metro front subframe, MGF rear callipers on Metro front hubs, 8x15 Minilite alloys, 225/55 15 tyres

**BODYWORK:**

All custom-made with one-off panels, home-made fuel tank mounted under rear seat, all polished aluminium parts done at home

**ELECTRICS:**

One-off custom wiring loom, twin 5.75in stainless front lights, twin round rear lights

**PAINT:**

Home-sprayed in Honda Supersonic Blue

For the brakes, Jimmy went with an MGF rear disc set-up, as it was fairly easy to pair up to some lightly modified Metro front hubs. Also he was able to use the existing handbrake mechanism. Up front, the hub has been converted to run a VW Polo rear disc, together with the calliper from the back of a Toyota Corolla (the smallest combo Jimmy could find).

The rest of the trike was pretty much all fabricated by Jimmy as he went along, with whatever he could find lying about the garage and shed. The tubular frame, panels, bars, seats and paint are all Jimmy's own work.

Son Carl pays tribute to his dad: "He's built a lot of stuff over the years, from V8 off-rovers to hotrods to VW-based buggies and sandrails. They've all been one-offs built by himself in his little garage on the side of the house. They grab everyone's attention but he never seems to take any real credit for his work and it's a







shame because he's really clever at what he does. He loves your mag because he can appreciate the vision people have and the time and effort people put into one-off fabrication." Hear, hear!

The trike gets weekend and sunny day use, mostly, reports Jimmy. "This isn't the fastest thing in the world and won't win any drag races,

but it happily keeps up with traffic and runs forever on a tank of diesel."

Now that this one's finished, there's talk of building something much more closely inspired by Tim Cotterill's Rocket 2. Jimmy's son Carl concludes: "That probably means the next time I go round for dinner there will be some V8 being torn apart on the drive!" ☘





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WORDS & IMAGES: DAVE MANNING

# OPEN DOORS

**THERE WAS A BIG WELCOME IN THE VALLEYS AS WELSH TRIKE LEGEND HANK OPENED HIS DOORS TO ALL AND SUNDRY THIS SUMMER**

**A**s a long-term mover and shaker in the world of the three-wheeler, Hank at Trike Design is a permanent fixture on the UK's tricycle map. As a celebration of Trike Design's high standing in the industry, a sunny Sunday in July saw the Caerphilly company throw open its doors to all and sundry with an Open Day. And what a welcome – test rides, live music, Welsh cakes and local beer.

Aside from a varied selection of trikes built in-house at Trike Design on display, loads of punters arrived on their own three-wheelers. And notably, these were all bike-based trikes – there wasn't a single example







## Loads of punters arrived on their own bike-based three-wheelers

of a car-engined trike.

Machines built by Hank and the lads at Trike Design included a Yamaha FZ750 'Mini Max', a recently-completed VZR1800 'Hornet', a stunning one-off framed Triumph Triple as well as the amazing 'Diamondback' trike that was used in the closing ceremony of the 2012 Paralympics.

While there was a greater percentage of visitors on trikes than at any 'normal' motorcycle open day, there were lots more people on two wheels than on three. But then the folk at

Trike Design don't just do trikes, they'll turn their very creative hands to just about any form of motorcycle engineering, and Hank has a lot of history in the world of custom biking.

But this Open Day was really about vehicles with three wheels, and a perfect opportunity to view Trike Design's wares, have a ride-out on a demonstrator, and talk to the staff about potential projects and the technical side of trike conversions. Oh, and sit around in the sunshine, drink local beer and eat traditional snacks. What more could you want? ☺



WORDS & IMAGES: CHRIS REES

# HYPER DRIVE

**SUPERBIKE CONVERSIONS ARE THE LIFEBLOOD OF SUFFOLK-BASED HYPER TRIKES – BUT NOW THEY HAVE A NEW CONVERSION FOR DISABLED RIDERS. WE CHECK IT OUT.**



**W**ell, chewing the cud with Ian Fyson, the guru on the throne at Hyper Trikes, is very much time well spent.

He's an all-round fascinating fellow.

I don't think I've met anyone with such a passion for trikes – and he has such a different angle on things, too. An ex-race bike builder, he's mad keen on the high-performance end of things. For him, having two wheels at the rear is a great way to make bikes go better. He's firmly of the opinion that trikes can be quicker through corners than bikes. A string of Hyper Trikes superbike conversions confirms that – and rest assured, we'll be revisiting Ian to find out more in a future issue.

But for now, we're up at the Hyper Trikes HQ in Suffolk not for their renowned cutting-edge frames, diffs and independent suspension systems, but for a brand new conversion for disabled riders.

It all started with a local man,

Martin Davies, and the Kawasaki Zephyr 1100 that used to be his dad's and his brother's bike, but became his. His complex medical condition made lifting it impossible, and he also likes taking his missus out, so a trike conversion was the obvious solution.

Ian was happy to oblige, using his years of development and experience to create an entirely in-house conversion. The Y-shaped rear framework is made of 75mm x 40mm tubular steel that's 4mm thick, so it's very sturdy but doesn't weigh too much. In fact the rear end weighs around 70kg in all, but since some 25kg is taken out of the original bike, overall weight is a mere 180kg.

The rear end makes use of a Reliant axle and diff. The diff is split in half to make it suitable for the Zephyr's chain drive, and it's easy to remove the chain if need be. The Reliant crown wheel and idler gear and thrown away, and laser-cut











**ENGINE:**

Standard Kawasaki Zephyr 1100

**FRAME:**

Standard Kawasaki Zephyr frame with rear end conversion, standard forward controls

**FRONT END:**

Standard Kawasaki Zephyr with 18in front wheel

**REAR END:**

Hyper Trikes tubular steel frame, modified Reliant axle with split diff, laser-cut sprockets, shortened LH driveshaft, Hagon dampers with two mounting positions, 530 chain, EBC heavy-duty brake pads, Vauxhall Astra 15in alloy wheels, 195/60 R15 tyres

**BODYWORK:**

Standard Kawasaki Zephyr with modified Locust front mudguards at rear end

**PAINT:**

Standard Kawasaki black

**ENGINEERING:**

Hyper Trikes (Ian Fyson)

sprockets are made up specially (by Pointy Hat Wizard in Tilbury). The driveshaft is shortened by 75mm on the left-hand side to move the diff over to align with the chain.

This is a bolt-on conversion, and in theory the trike could be returned to being a bike in just two-and-a-half hours, without having to swap the chain. The only change required, in fact, is one tooth to be taken off the sprocket.

It's a hard-tail rear end with two Hagon dampers settings fitted. There are two mounting holes for these dampers; by moving them one inch forwards, you can fit an extra 50lb weight on the trike – ideal for taking the other half on rides, which Martin certainly does!

As for the rest of the spec, the brake pads are uprated to EBC heavy-duty items, and a handbrake is bolted to the exhaust mount. The exhaust is standard Kawasaki up front, but modified at the rear with baffles in the final two bends. A hazard light switch is handily fitted to the side of the seat.

The rear wheels (taken from an early 1980s Vauxhall Astra) are covered by mudguards derived from a Locust kit car, which are mounted on Hyper Trikes' own framework.

So how is it to ride? "Very easy!" says Ian. "It's simple to manoeuvre at low speeds and you can virtually treat it like a car in corners. It's perfectly comfortable

**HYPER TRIKES ARE GREAT, THEY HAVE KEPT ME ON THE ROAD. THEY DID A GREAT BUILD ON MY TRIKE AND I LOVE IT!**

cruising at 75mph, too. It'll be fitted with a steering damper soon to cope with all the potholes we seem to have these days."

Having ordered his trike in October last year, Martin was on the road by Christmas, and has done about 600 miles on it since then. In fact, he even regularly rides the trike to hospital appointments. He's clearly a very happy customer: "Hyper Trikes are great, they have kept me on the road. They did a great build on my trike and I love it!"

So if you want a similar conversion, how much will it cost? Every conversion is custom-made to individual specification, but Ian says: "This is a very economical build. A conversion to this spec would cost around £3,000 and take about three months."

As well as the hard-tail conversion, Hyper Trikes also does a fully adjustable IRS set-up for fast bikes, using a Ford steering rack for toe-in adjustment, a Fiat bottom wishbone, VW Golf shafts, diff and hubs, and Spax dampers. But that's another story – one we're definitely going to revisit. As they say, watch this space! ☘

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WORDS & IMAGES: STU GARLAND

# BIG DAY OUT



Astle Park, Chelford, Cheshire  
**Rain affected play but Nabbed 24 trike action was as impressive as ever**

**T**he organisers of this year's 'You've Been Nabbed Rally' - the 24th - must have thought that somebody upstairs was playing a cruel joke on them when the forecasts said last year's Somme-like inundation was set to be repeated in 2015. The odds of that happening in two successive years must be a hundred to one,

yet Friday saw history repeating itself with a vengeance.

It was always going to be a difficult year for the National Association for Bikers with a Disability in terms of fundraising, given the cancellation of Nabbed's rally-in-law, Autumn NABDness, so such dreadful conditions were the last thing anyone wanted. In the event, although numbers were down, the reduction wasn't







quite as catastrophic as it might have been. However, those who allowed themselves to be deterred by a spot of inclement weather would do well to remember why the association exists: to facilitate the return of injured and disabled riders into the saddle by funding one-off mechanical adaptations.

This is life-changing stuff for the recipients, many of whom will have been resigned to a future without the love of their lives. But making

things like this happen costs money. Fortunately, there are plenty of fine people who recognise that fact, such as the army of selfless volunteers who sacrifice a great deal to help stage a NABD rally, for no reward whatsoever. I shall conclude this evening's lecture by saying that, therefore, the very least the rest of us can do is be willing to endure a little temporary discomfort in aid of an indisputably worthy cause.

If there's one place where you're likely to come across a high proportion of three-wheelers, unsurprisingly, it's a NABD Rally, and at this year's season opener, the benefits of trike ownership came into their own. Hundreds of vehicles to-ing and fro-ing on and off site, traversing ever-more saturated grassland, had turned the entrance into a stretch of quagmire that would have tested a world champion off-road rider, let alone your humble everyday bike-riding rally-goer, invariably reduced to paddling through the slime, feet-down, at 1mph. Those with trikes, on the other hand, barely raised an eyebrow as they sailed through regardless. 🍷



Another advantage of rallying with a trike, of course, is their ability to tow a trailer. Many of those present at You've Been Nabbed 24 appeared to agree. Okay, so suddenly turning your trike into an art car does rather curtail any ambitions to give FireBlade pilots a run for their money through the lanes, but on a sodden, windy site, the amount of home comforts and weather-mitigating kit you can bring makes it all worthwhile. Besides, if dicing with the local would-be Michael Dunlop was your thing, you'd never have plumped for a trike as your weapon of choice in the first place.

So a NABD rally is always a sure-fire trike magnet. If their presence this weekend is anything to go by,

A NABD rally is always a surefire trike magnet. And those whose livelihoods depend on the trike trade would appear to concur



## Awards

### Best In Show

Steve Turton  
Harley-Davidson  
Sportster 'Milwaukee  
Flyer'

### Best Chop

Jack Southwell  
Buell

### Best Streetfighter

Corkie  
Honda FireBlade

### Best Custom

Jeff  
Yamaha XVI600

### Best Trike

Mogs  
Kawasaki GT750

### Best Classic

Roof Holgate  
Yamaha RD400

### Best Rat

Mal  
Suzuki GSXT  
'Widowmaker'

### Best Engineering

Daniel Hammond  
Desperate Dan V8  
Rover

### Best Paint

Dave  
Ultima Chop

### Best Sidecar Outfit

Mike Harper  
Ducati M600



those whose livelihoods depend on the trike trade would appear to concur. It was good to see major names within the scene like Rewaco, Trike Design and Trikes UK (ex-Boom Trikes). Another welcome sight at the rally was that of the National Youthbike stand. For many years now, Tony Nightingale and his stalwart team have consistently, and proudly, showcased the bike-building talents and imaginative design skills of Britain's teenagers, in the process, often giving troubled kids a purpose in life for the first time and confounding those who would write them off as hopeless cases. Always interesting, and always well worth a couple of quid in the collection bucket.





Elsewhere, You've Been Nabbed 24 fully lived up to the standards set by its predecessors in terms of providing all that's required for a fine weekend away. Multiple marquees - each with its own bar - hosted diverse types of live music to suit every taste, while Saturday afternoon, as has become tradition, could either be spent guffawing away to rally organiser Rick Hulse's Slapped Arse Comedy Tour or perusing the quality entries

in the custom-oriented bike and trike show (sponsored by our sister title, 100% Biker). Oh, and there was also the brilliant live-fire rifle range, which occupied far too much of my time and which left me somewhat poorer...

So, rain and mud. Just like last year. Anyone out there brave enough to open a book on the odds of wet weather for You've Been Nabbed 25 next May? Thought not. But then - third time lucky, eh? ☹





WORDS & PICS: MAL LEE

# BITCH SCHOOL





**THEY CALL HER THE BITCH, BECAUSE SHE WAS JUST SUCH A BITCH TO PUT TOGETHER. WE TELL THE FULL STORY OF TRIKE SHOP'S AMAZING BITCH BUILD**

**F**unny how a single random thought can spiral out of control. But Haydn Meredith of the Trike Shop could not have imagined just how far out of control one small observation would go. He ended up creating, well, one bitch of a project.

"Bev and I were in the workshop one day when we rolled out a couple of big old wheels originally bought for Didier Drogba's V Rod

trike," says Haydn. "They came to rest close to each other and for some reason I just thought, hmm, I wonder if I could build a trike that narrow and still get in a diff?"

Running an establishment with more 'first-to-build' accolades than a chav has pimples (the first Hayabusa trike, a five-wheeled S&S-engined pick-up trike and a softail-frame V Rod to name but three), Haydn never lets himself be deterred by

mere technical issues. In contrast, head spannerman Paddy, recognising the look of manic glee in Haydn's eyes and doing a quick mental dry build, groaned inwardly, pulled his collar up and tried to look busy.

"You can't do something different and expect it to go smoothly. If it was that easy, everyone would be doing it," says Haydn, reflecting on the problems encountered during the build that earned this 🍷





trike its name, The Bitch. “When you get an idea of how you want something to look, just get the hell on with it. If you start overthinking things, they just won’t happen.”

When Haydn gets a vision in his head, he just goes for it and the spec for The Bitch went something like: wheels – massive, axle – tiny, forks – long. Go! He ended up with the narrowest trike he’s ever built, at just over three feet wide.

Quite a lot of Trike Shop builds start off with a RevTech engine and this 88ci version is coupled with an open belt-driven transmission from the same manufacturer. Why? The combo provides a nice blend of looks, performance and value for money.

To keep the trike looking clean and minimal, and to create space around the top of the engine, Haydn chose a single down-tube, high-neck Santee hardtail frame. The rake didn’t quite give the right angle for the scaffolding-tube-sized Frank Codlin

## WHEN YOU GET AN IDEA OF HOW YOU WANT SOMETHING TO LOOK, JUST GET THE HELL ON WITH IT. IF YOU START OVERTHINKING THINGS, THEY JUST WON’T HAPPEN.

12in over forks, but once sitting in a pair of raked Codlin yokes and with a 17in Kawasaki Meanstreak wheel nicely matching its rear siblings, the front looked just right.

The rear of the Santee frame was obviously going to need some major surgery for the insanely narrow width Haydn wanted. Resting the enormous three-spoke 17in foot-wide car wheels up against the frame inspired Haydn to take a step back and say, “Wow, that will look effin’ cool.” Taking a step forwards to examine the tiny space available for a trike rear axle and imagining the Herculean feats of engineering required, Paddy’s reaction was, er, slightly more flowery.

Undeterred, Haydn ground off the bits of the rear frame they didn’t

need, which was pretty much all of it. With the rear wheels spaced to give just enough clearance for the final drive chain, Haydn set about making a one-off diff with inboard brakes. Paddy got on with fabricating the narrow rear frame and moving the engine and gearbox over by two inches. Yup, that sounds like a bitch!

With no room to fit independent rear suspension, the differential brake needing some serious head-scratching time to set up. Also, Haydn wanted the bodywork to hug the back wheels like a wetsuit on a chubby diver, so the decision to go hardtail was made for them. However, Haydn wanted to give the back end a kind of softail swing-arm look, so the rear frame was made accordingly.





**THIS IS THE NARROWEST TRIKE HAYDN HAS EVER BUILT, AT JUST OVER THREE FEET WIDE**



To allow the wheels to be removed with the minimum of fuss, the frame outriggers were also designed to be unbolted from the main frame in much the same way as the early Honda fours and Goldwings did to allow for engine removal.

That complete, the wheels could now be bolted in place and the subframe built to take the bodywork. Although a seemingly piddling job when compared to the rest of the work, this is a job you rush at your peril: we've seen too many fantastic-looking trikes that, when ridden, suffer bodywork shake and flex like a jelly on skateboard.

And speaking of bodywork, that wonderfully crafted one-piece rear end was lovingly created and sprayed by the highly talented (and slightly bonkers) John the Jock from RIP Customs in Barry.

To match the chunky look of the forks, a set of fat beach bars were bolted into 2in risers with Motogadget push-button controls and custom Harley grips. A gold anodised six-pot calliper was mated to a wavy disc, with a one-off front mudguard by RIP and a DNA Choppers headlight.

Exhaust gases make a very short (and loud) journey down a pair of custom downpipes, which are ceramic-coated and topped off with brass tips. A 'V' Big Twin oil cooler found a new home at the bottom of the frame down-tube, probably not an accessory strictly required in the climes of South Wales but one that will definitely prolong the life of the engine. ●



A swoopy-looking aftermarket tank with flush filler cap had three tubular posts welded to it to mount the speedo, before being moulded to follow the lines of the frame. The pock-marked ribbons of terrible tarmac that criss-cross the Welsh capital also meant that some form of sprung seat was a must, so a bum-shaped aftermarket saddle was perched on top of a pair of spindly springs that bear an uncanny resemblance to hand-grip exercisers.

The trike was then painted in Harley orange, a factory colour from the past which the Trike Shop and RIP thought was worth resurrecting, and is topped off with black tribal markings.

On the subject of paint, Bev Meredith told us that, although the project caused no end of technical problems during its year-long build, one final incident established the

'Bitch' name once and for all.

"When the trike was finally finished," she remembers, "we were doing one final check when it fell off its axle stands and chipped the bodywork, meaning it had to be sprayed all over again. It really was a bitch right to the end!"

Haydn is the first to admit that a trike with such a narrow axle is also a bitch to get around corners, but as a demonstration of the Trike Shop's engineering and creative skills, it works perfectly. It creates a serious buzz wherever it's shown and has taken a couple of Best in Show trophies into the bargain. But as the man says, 'everything's for sale' so to make it more of a practical proposition, it's been rebuilt with a slightly wider rear axle to allow the fitment of independent rear suspension and a pillion seat. A bitch no longer? Maybe... ☺



## CONTACT

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**IT FELL OFF ITS AXLE STANDS AND HAD TO BE SPRAYED AGAIN. IT REALLY WAS A BITCH RIGHT TO THE END!**



## ENGINE:

RevTech Evo 1340cc, standard ignition by MD Cycles, modified Scream' Eagle filter, one-off ceramic exhaust by Trike Shop

## FRAME:

Sante frame with rear modified for narrow trike conversion

## FRONT END:

Frank Codlin 12in over forks, Frank Codlin 60 rake yokes, beach bars, 2in rise, DNA Chopper headlight, Motogadget push-button switches, Harley-Davidson grips, Kawasaki three-spoke wheel, Michelin 150/60-17 tyre, Hi-Spec six-pot car brake calliper, custom brake lines

## REAR END:

One-off narrow trike conversion by Trike Shop, three-spoke 17in wheels, 335/35 17 tyres

## BODYWORK:

One-off rear bodywork and front mudguard by RIP Customs, custom fuel tank, custom chrome oil tank by Hexagon Chrome, Harley-Davidson seat, custom sissy bars

## ELECTRICS:

MD Cycles

## PAINT:

Harley orange paint and graphics by RIP Customs, powder coating by Griffs Reality Motorworks

## ENGINEERING:

Trike Shop





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««« When John Morris purchased this VW trike, it wasn't on the road. He sent the paperwork to Swansea to get it registered, but the DVLA told him it had to have an MSVA test. After the test station found 35 faults (!), it took three attempts to pass it. John remembers: "They said it couldn't be called a 'Volkswagen Trike' so I had to come up with a different name, so I decided to call it by my wife's name – Judith's Trike. It's now registered with a 'Q' plate and is on the road after a long haul." It has a 1600cc engine, while the front end is a Honda 500cc.

««« "Just thought you would like to see a picture of my daughter, Sarah Lilly, who's 13 months old, on her trike. I entered it into a competition as a joke but as it was the only one in the group, she won first place! This was her look when I gave her the trophy." Aaah!



««« This is from Arthur and Caroline in Fuerteventura in the Canary Islands: "This is us on our Boom Family Trike with our Spanish number plates at last! Many thanks to Boom Trikes in Germany and the UK for all the advice and help. Loving the sunshine out here!"



««« We love this. It's called the Airship Daimler and is described as "a steampunk land, sea and air vessel." That's right, it's designed to go on land, the water and, with a balloon strapped to it, in the air. Very Jules Verne! This amazing machine, and the equally steampunky Victoran Chariot trike (below), were conceived and built by Randy and Heidi Icenogle.







▶▶ This Rhino Suzuki Intruder 800 trike was built in 1993, and is owned by 55-year old John Ballard, who says: "It was tatty when I bought in August 2013, and it's had new rear wheels, front fender, radiator cover, rear disc brakes and master cylinders. Also there are new forward controls made by a friend. It's my pride and joy!"



▶▶▶ We almost didn't recognise this trike when we saw it, and were initially confused by the Lithuanian numberplate. But under all those Batman-like fins and wings sits a British-made Grinnall Scorpion III. Yep, really! It's the first time we've ever seen a Scorp with a roof.



▶▶▶ Did you know Elvis Presley was a triker? Yes indeed he was, and this is his 1975 Supertrike. It was built by Supercycles of Memphis, Tennessee – one of three trikes, in fact, that Elvis ordered all at the same time, and which he rode in the mid-1970s. This one features a 65bhp 1600cc Volkswagen engine and is on display at the Rock & Roll Hall of Fame.



▶▶ Billy Talmage writes in: "Here's my VW trike. It has been transformed from its original condition, when it was an utter pig, and after lots of TLC it's been on the road a few months now and is a real head turner."

▶▶ We're delighted to receive this message from Anderson Fernandes in Rio de Janeiro, Brazil. "I'm 39 years old, and I've been paraplegic since April 2007, when following a bike crash, I was in hospital for five months. I love bikes, and in early 2014, I had an idea to make an adapted trike. It took 12 months doing it alone (with some help from my father), working Sunday to Sunday, and just stopping in the summer due to the intense heat here in Rio. I completed it in July 2015.

"I want to show that a wheelchair disabled person can dream and implement their dreams. Everyone is able to do many things and I want to show by this that they do not doubt what they can do!"

Top man, Anderson! We love your can-do spirit, and what you've built looks darned good to us.





# TRIKE JUMBLE

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## BLACK BEAUTY

Triabusa Black Beauty 2007. Converted in 2011 by West Wales Trike Shack (West is best). 14,866 miles. MOT'd until March 2016. Weight cert present, powder coated satin black. Meta M357 alarm, many extras £9,500 ovno Pembrokeshire Tel. 0646 695892 eves email tdoghoo@aol.com



## SUZUKI 600CC INTRUDER TRIKE

converted by Rhino Trikes. Mot until July 2016. 9,830 miles. Immaculate condition. £5,000 ono Tel. 01749 675127



**VW TRIKE 1600** 'The Leviathan by Chris Ireland'. The Ferengi and owner, restored to concours. 1 years MOT and Tax. AHH receipts. Too much to list. Ring Derek 01460 74371 Somerses



**HAND BUILT FROM SCRATCH**, costing in excess of £18,000, fully rebuilt V8 engine, Audi 80 gearbox, twin SU carbs, Jaguar V12 rear axle half-shafts, Wacky Racer cab in ali (requires painting), leather seats, radio, 98% done, will need SVA and MOT. £7950. Tel 07437 918652. Leics.



## HARLEY-DAVIDSON 1550CC

NightTrain, 2004, MOT, BMW axle, built 2014. £11,000 or P/X C/Racer WHY. 07540 858743, no texts.



**2006 BMW R1200RT** trike conversion, converted in Sept 2011 by Casarva, MOT March 2016, BMW sat-nav, CD Radio, IRS, ABS, BMW 5 Series diff, shaft drive, Quaife reverse manual gearbox, Autocom intercom system (Bluetooth enabled) plus communication cables, adjustable screen, good tyres all round, Ultraglides trike cover. Fully checked over by Casarva 14/04/2015. 45,388 genuine miles, lovely machine, genuine reason for sale, £9500. 01933 663173. Northants.



**CX500 CLASSIC TRIKE**, reg starts with CBR, 1980, tested till June 2016, towbar fitted for small trailers, rear built-in rack. £2000 ovno. Call Dave 07821 879333. North East England.



## PROFESSIONAL CUSTOM-BUILT TRIKE

'The Wolf', VW 1600 engine, metallic black/stainless steel, registered new Oct 2013, 63 plate, matching teardrop, would separate, £18,000. Full details on 01543 301804. Staffs.



## HARLEY-DAVIDSON

**SPORTSTER 1200** Sport trike, discs all round, stage 1, stainless exhaust, 9000 miles, Harley screen rack, luggage, backrest, white, MOT 2016. £6500 ono. Phil 07720 899616. Lancs.



**UNIQUE OPPORTUNITY** to invest in this multi-award-winning one-off trike, as featured in Trike Issue 34..

Built by owner, 5000 miles from build. Recent £800 upgrade. New MOT. High-spec engine with receipts. Most parts hand-built. Too much to list here. Best offer £7,000+, any sensible offer considered. Contact Tim Hands 07780 996135 or tim\_hands2003@yahoo.co.uk. Plymouth



## PRO BUILT BY "SCUMSTER"

excellent engineering. New recon engine fitted 600 miles ago, asking £10,000, would consider PX on VW trike + cash. For more details, phone 01470 582308 or email arpee\_skye@hotmail.com. Isle of Skye



## 1973 HISTORIC VW TRIKE

1600cc, rear discs plus servo, new MOT, tow bar, electronic ignition, powder-coated frame, two-seater, leather saddle bags. New project forces sale, £5995. Phone Gary 01993 830079. Oxon



**GRINNALL TRIKE, BMW 1200 CL MONTAUK**, 2003, good condition, new battery, Givi box, £9750. 01425 476851. Ringwood, Hampshire





**SUZUKI 1200 BANDIT**, 2005 conversion, Eurotrikes, taxed and tested, 13,000 miles, used in dry only, very clean. £4250 ono. 07850 437266. Staines



**HONDA CX500 CLASSIC TRIKE** with large rack and new tyres. Ideal for rallies. Needs a new home. Will come with 12 months MOT. £2800 ovno. Tel: 07596 556370. North Essex.



**GRINNALL BMW TRIKE**, 1150 R Rockster with top box, radio/CD. £15,000 ono. 07836 239377, Haslemere, Surrey.



**YAMAHA VIRAGO TRIKE** Yamaha Virago Trike 1100cc New MOT till mid 2016 20,000 miles Excellent Condition all round Many new parts and extra's Wolf Paint Scheme For more details contact lan.lanandFay56@gmail.com £6250 ono Mileage: 20000 Asking Price: £6,250 E-mail: lanandFay56@gmail.com



**TRIUMPH TROPHY 1200** Very nice collectable Triumph Trophy 1200, 12 months mot, 49000 miles a few little blemishes hear and there runs like a dream, heated grips, swaps or sell cash either way Mileage:

49000 Year: 1991 Asking Price: £1,350 Mobile / Primary Contact Number: 07877253668 E-mail: andy.irene@sky.com birmingham



**DUCATI CHOPPER** 750cc air cooled Ducati motor in a custom built frame. Pretty much unique, it gets lot's of attention and 'what's that?'s. It's great fun to ride, sounds amazing - it's a Ducati with open megaphones! And reliable to boot. 1 year and 1000 miles since registration. Comes with 12 months MOT. Near offers considered. Asking Price: £3,250 Mobile / Primary Contact Number: 07730536920 E-mail: cgwmood@yahoo.co.uk Bristol



**REWACO RFI GTR TURBO-CHARGED T** Rewaco trikes are made in Germany, they are solid, well engineered & have incredible road -presence. The RFI GT models use the Ford Zetec 1600cc engine with 5 speed g/box + reverse. They come in 3 states of tune: - standard with 115bhp, turbo charged with 140bhp & a race edition model with a turbo-charged 185bhp engine. The Race edition as well as the h Mileage: 19200 Year: 2010 Asking Price: £19,750 Mobile / Primary Contact Number: 07967105142 E-mail: terryturbo1@live.co.uk MELTON MOWBRAY



**HONDA CBF600 SA6 ABS** Here you are looking at my much loved Honda CBF600. This bike has been a fantastic first big bike never missing a beat staring and running as you would expect from a bullet proof Honda. She has covered 37k in her life seeing many sights like Spain and the French alps so as you can imagine she very reliable. Comes with a long list of extras. Mileage: 37000 Year: 2006 Asking Price: £2,450 Mobile / Primary Contact Number: 07468561814 E-mail: paul.sealey1@sky.com st asaph



**TRIUMPH AMERICA TRIKE** Stunning 2009 Triumph Bonneville America Trike For Sale. 2800 genuine miles. 2 former owners. MOT until February 2016. Professional conversion by The Trike Shop. Genuine Reason For Sale - Job Change with no time to ride hence Excellent Condition. Stored in a heated garage. Any queries please feel free to call or text after 6pm. £10,000 ovno Mileage: 2800 Year: 2009 Asking Price: £10,000 Mobile / Primary Contact Number: 07590801140



**HARLEY DAVIDSON VROD BOBBER** Harley Davidson vrod bobber very rare machine. Bike was fully stripped and frame and brackets etc powder coated white followed by a lovely black and white decor. New seat redesigned and radiator new screaming eagles.. 400 miles done only since finished project... Lots spent... Dry miles only.... Mileage: 17000 Year: 2004 Asking Price: £7,000 Mobile / Primary Contact Number: 07849596567 E-mail: mandygraham69@googlemail.com Ballymoney

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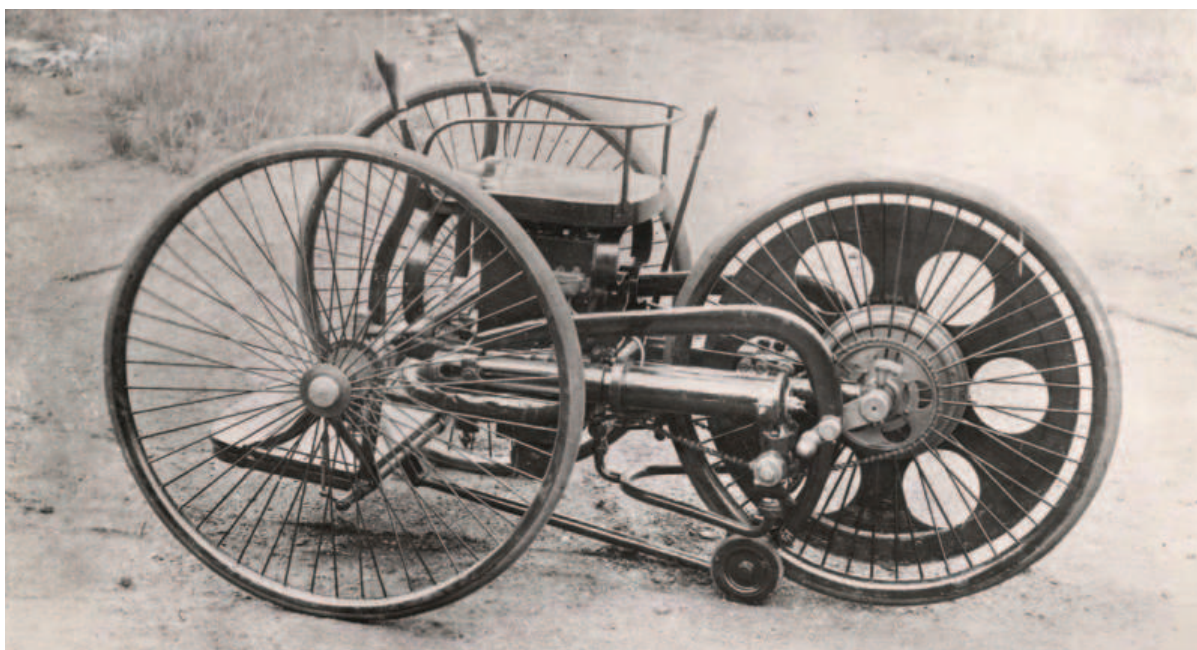






## THE TRIALS OF TRAILBLAZING

*Government squashes trike pioneer shock!*



**Forget Steampunk** – what you see here is the original madcap punk machine. It's proper period, too, conjured up by a pioneering Victorian inventor from Britain.

And get this: it dates from 1884! Yes, that's right: one year before Karl Benz's world-first internal combustion three-wheeled machine. So why have you never heard of Edward Butler and his pioneering motor trike?

Blame short-sighted government. Huh! Some things really don't change...

Edward Butler was a Devon-born inventor whose three-wheeled petrol-engined trike, the Butler Petrol Cycle, was Britain's first ever 'car'. It may also have been the world's first petrol-powered road vehicle.

In 1884, the 21-year-old Butler showed plans for his three-wheeled petrol vehicle at the Stanley Cycle Show, and then the following year appeared at the Inventions Exhibition in London, although the patent for his Petrol Cycle wasn't issued until 1887.

The Petrol Cycle was far from being a crude thrown-together prototype. The single rear wheel was driven



by a 6bhp 600cc flat-twin, water-cooled, four-stroke engine which had rotary valves and a float-fed carburettor – all highly advanced for the time.

The driver sat between the front wheels, steering via tillers at speeds of up to 10mph. Although, of course, he never went that fast. In Britain, we had the infamous Red Flag Act, which imposed a limit of 4mph on motorised vehicles, with a nob walking ahead waving a red flag. (I can think of a few riders who might need that today...)

Butler was utterly frustrated, raging in a magazine: "The authorities do not countenance its use on the roads, and I have abandoned in consequence any further development of it." In fact, he scrapped his machine in 1896, tragically, and he died in 1940 almost totally unrecognised.

While history should be celebrating Butler as a pioneer of motoring, today he's all but forgotten.

If there's a moral in this tale, it's that governments need to support creativity, not stifle it. Trike builders need the freedom to build and innovate, not suffer constant problems registering their trikes at the DVLA, which is what's happening at the moment.

Keep fighting. Keep innovating. Keep triking.

**THE PETROL CYCLE WAS FAR FROM BEING A  
CRUDE THROWN-TOGETHER PROTOTYPE.**

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